



(FIRC—1969—See Page 3)



MONTANA AERONAUTICS COMMISSION

Volume 20—No. 4

April, 1969

THIRTY PERSONS PARTICIPATE ON SECOND RADIOLOGICAL MONITORING COURSE

The second Montana Radiological Monitoring Course was held in Bozeman February 25-27, 1969.

The first Montana course held in February, 1968, was the first course in the nation to incorporate actual flying experience and the first to be held with Federal and State coordination.

Mr. Glenn Black, radiological defense coordinator, the Department of Continuing Education at Montana State University, conducted the three-day instructional sessions. Mr. Black was assisted in the coordination by Graham L. Bleiler, EOS Coordinator, Bozeman and George H. Carlton, Program Coordinator, Montana State University, Bozeman and Jack Wilson, Aeronautics Commission.

First in the classroom followed by instruction in flight, participants learned the use of aerial survey meters which cover a much larger range of radioactivity, and dosimeters which sum up the amount of personal exposure. Through the use of instruments operated from the back seat of the aircraft, radioactive fallout was simulated.

In addition to the Bozeman gentlemen, participating on the course were:

Office of Civil Defense (Region 8, Bothell, Washington) George D. Hoppe.

Montana Aeronautics Commission: Richard Baldwin, Course Pilot; Blair

Hamer, Course Pilot; Worthie Rauscher, Course Pilot; and David Kneeder.

USAF—Malmstrom AFB: David M. Carnrike and Thomas A. Smith.

Montana National Guard, Helena: Byron A. Williams.

Montana Search & Rescue Districts: John Lynch, Course Pilot from Billings; Russell D. Cebulski, Malta; Wallace S. Christensen, Dagmar; Robert J. Granmo, Glendive; Henry T. Haaven, Dagmar; Viggo C. Hansen, Glendive; Edwin B. Hobbs, Miles City; McCulla Hough, Broadus; Marilyn G. Howard, Libby; Juanita Mae Hubber, Butte; Bud C. Johnson, Malta; William E. Johnston, Malta; John E. Kubesh, Glendive; Mike P. Mincoff, Miles City; Glenn G. Osborne, Great Falls; Gene M. Paulson, Outlook; Donald L. Pyle, Miles City; Marshall F. Sullivan, Broadus; Margaret L. Tuxill, Rexford.

"DISCOVER FLYING" CAMPAIGN LAUNCHED FOR GA INDUSTRY

To increase awareness of the vital role of general aviation in daily American life the industry which embraces 126,000 airplanes from two-place trainers to business jets, has announced the launching of a national "Discover Flying" program.

The industry-wide Discover Flying effort will be aimed to peak in June. See May issue for further details.

BIG MOUNTAIN SKI RESORT SCENE OF MPA CONVENTION

Big Mountain Ski Resort, one of the nation's outstanding scenic-fun spots, will be the site of the 1969 Montana Pilot's Association annual convention.

Through the arrangements of the Flathead Hangar, Kalispell, all events will be held at the Resort, May 9, 10 and 11. (Note date change).

Don Downie, feature writer and photographer for the AOPA's PILOT magazine will be the banquet speaker.

Registration fee: \$25.00 per couple —\$15.00 per single.

Friday Night: No Host Dinner and Dance

Saturday: Business sessions and Election of Officers

Saturday Night: — Banquet

Transportation to the Resort will be provided from Glacier Park International Airport and Kalispell City Airport.

It is important that all Reservations are made early! First to reserve will receive the best accommodations. To make your reservations contact: Flathead Hangar President, Robert Ewing, Route 2, Kalispell, 59901 or Hangar Secretary, Ruth Nace, 694 1st Street E. N., Kalispell, 59901 or write direct to Big Montana Ski Resort, Whitefish, 59937.

FOR THE TREAT OF A LIFETIME —ATTEND THE 1969 MPA CONVENTION — BIG MOUNTAIN SKI RESORT — May 9, 10 and 11.

Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

City/County Airport

Box 1698

Helena, Montana 59601

Forrest H. Anderson, Governor

Charles A. Lynch, Director

E. B. (Ted) Cogswell, Chairman
Clarence R. Anthony, Vice-Chairman
Robert H. Howe, Secretary
Carl W. (Bill) Bell, Member
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Walter Hope, Member
Jack R. Hughes, Member



MONTANA AND THE SKY is published monthly in the interest of aviation in the State of Montana.

Application to mail at second-class postage rate is pending at Helena, Montana 59601.

Subscription \$1.00 per year included with pilot registration.



STATISTICS

Will your first accident be your last day alive?

61/37
65/22
78/18
69/18
56/19
10/5/7

	Accident Total	Fatali- ties	Presumed Fatali- ties
1964 Total	61	37	
1965 Total	65	22	
1966 Total	78	18	
1967 Total	69	18	
1968 Total	56	19	
1969 To-Date	10	5	7

The world is divided into people who do things and people who get the credit. Try, if you can, to belong to the first class. There's far less competition. (Dwight Morrow).

Director's Column

By Charles A. Lynch

41ST LEGISLATIVE SESSION

It is interesting to note that the appropriation bill which included the Montana Aeronautics Commission, past this year in the Extraordinary Session, carries an appropriation for the Montana Aeronautics Commission making that Commission one of the few, if not the only, department of Montana State Government with a greatly diminished appropriation from that established in 1967.

Be that as it may, we merely ask the question, "Is this as it should be?"

We have, however, in this session a number of bills for the benefit of aeronautics generally in the state, and would like to report these to you at this time as follows:

SB 309

SENATE BILL 309 was reported to you last month and we therefore refer you to the March, 1969, issue for details on this important piece of legislation.

SB 144

A bill for an act entitled "An act authorizing cities and counties to impose passenger service charges for the use of certain public airports by passenger air carriers, and providing for reporting, collection, disposition and use thereof."

This act permits cities of the first class, and counties of the first, second and third class to require every passenger air carrier for hire which uses the airport for commercial use, to pay a service charge of \$1.00 for each passenger enplaning at the airport, and provides for a system of collection through the State Board of Equalization. Following collections and audit, the Board of Equalization will forward to the city, county, or joint airport, for deposit in the airport fund to be used for construction, improvement, operation, maintenance and repair of its public airport, or for the retirement of bond issues for construction or improvement.

While this is important and useful legislation, it is however restricted to any of the following cities served by scheduled airlines.

First Class Cities:

Anaconda	Kalispell
Bozeman	Butte
Havre	Missoula
Helena	Billings

Great Falls

Or in the event of county airports

or joint city/county airports, this legislation further applies to the following first, second and third class counties:

Cascade 1	Lewis & Clark 2
Flathead 2	Missoula 2
Gallatin 3	Silver Bow 2
Yellowstone 1	

HB 360

A bill for an act entitled: "An act to provide for the unitary method of airline flight property assessment; amending sections 84-6401 and 84-6404, R.C.M. 1947."

This act clarifies and codifies the previous law by amending the appropriate sections of the original law which needed further clarification. This is the law under which scheduled commercial air carriers flight property is assessed and taxed by the State Board of Equalization in the State of Montana.

HB 279

A bill for an act entitled: "An act to amend section 1-324, R.C.M. 1947, providing that hearings on rates, fares, charges, classifications and rules of air carriers, may be vacated when no written protests are received."

This act permits the Montana Aeronautics Commission, following publication, to vacate a hearing presently required by law, **if no written protest or if no request for hearing has been received** by the Commission.

This applies only to hearings for the purpose of fixing and establishing rates, fares, charges, classification, and rules of the air carrier.

It does not permit vacating a hearing on an application for a certificate of public convenience and necessity by a scheduled intrastate air carrier within Montana.

HB 436

A bill for an act "To amend section 84-1801.1, R.C.M. 1947, increasing the gasoline license tax from six and one half cents (6½¢) to seven cents (7¢) per gallon, providing for dealer allowance for evaporation and other losses; amending section 84-1840, R.C.M. 1947. . ."

This act effective July 1, 1969, appears to raise the entire gasoline license tax from 6½¢ to 7¢ on all fuels, whether aviation or automotive, and will create a need to increase the effective value of dealer exemption certificates on bulk fuel purchases from the present 5½¢ per gallon to 6¢ per gallon. This therefore, leaves the existing 1¢ per gallon tax on aviation fuels at status quo.

Notification of this change in law will come to dealers of aviation fuels, no doubt as a directive from the State Board of Equalization, prior to July 1, 1969.

1969 SEVENTH MONTANA FLIGHT INSTRUCTORS REFRESHER COURSE

Twenty qualified Montana Flight Instructors completed a five day concentrated Refresher Course held in Great Falls, March 3 through March 7. The Course is sponsored by the Montana Aeronautics Commission, with instruction provided by the Federal Aviation Administration and the United States Department of Commerce, ESSA-Weather Bureau.

The Flight Instructor Refresher Courses were initiated in the United States by the Montana Aeronautics Commission in 1962. Montana Courses followed in 1963, 1964, 1966, 1967, 1968, and 1969.

The Course is designed to refresh flight instructors on procedures and to up-grade the instructional methods thereby increasing aviation safety commencing on the instructor-trainee level. In addition, this Course has been beneficial to flight instructors in obtaining their FAA Recertification.

STAFF

Jack Wilson, Course Manager—C. Joyce McCutcheon, Course Secretary and Jerry Burrows, Course Technician and Photographer.

GROUND SCHOOL

The Ground School portion was held at the O'Haire Manor from 8:00 a.m. till 12 noon daily with additional afternoon classes being held at facilities at Northern Aviation on International Airport.

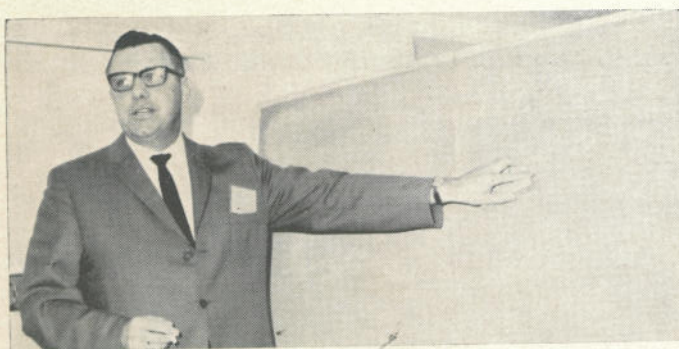
Instruction was presented by personnel from the FAA Academy in Oklahoma City, FAA Air Traffic Control, Flight Service Station and RAPCON, Great Falls; the FAA General Aviation District Offices, Billings and Helena; and the Weather Bureau personnel from Great Falls and Helena.



FAA ACADEMY, OKLAHOMA CITY: Thomas H. Clemmitt (Flight Maneuvers); Team Captain, James W. "Pete" Campbell (Instruments and Performance); and James Wilmarth (Fundamentals of Instruction).



AIR TRAFFIC CONTROL/FLIGHT SERVICE, GREAT FALLS: O. K. Haggbloom, Chief, RAPCON; B. J. Majerus, Chief FAA Control Tower; Lee C. Ward, Chief, Flight Service Station and George Scott, Flight Service Station Specialist.



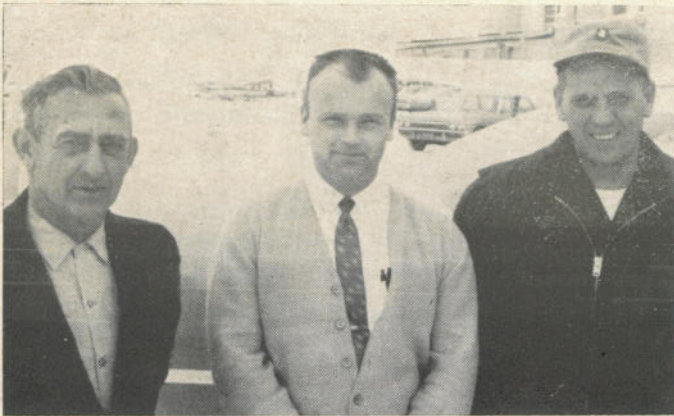
ESSA—WEATHER BUREAU: Harold Ward, Quality Control Officer, Great Falls, during a presentation. Mr. Ward conducted all courses for the Weather Bureau. Pre-course planning and coordination was accomplished by Meteorologists in Charge, John Hamilton, Great Falls and Dick Dightman, Helena. Weather Bureau personnel, Hamilton, Dightman and Ward participated on the panel on March 6, in addition to Art Jacobson (Wx—Great Falls), Lee Ward, Flight Service Station and Jack Wilson, MAC. (See photo masthead on page 1).



GENERAL AVIATION DISTRICT OFFICES: Larry Basham conducting a Ground School class at the airport. Mr. Basham and C. R. "Bob" Taylor of GADO 9, Helena and Roger Riggins, GADO 1, Billings conducted ground school classes and assisted in the flight coordination. Supervising inspectors, Fritz Lueneburg, GADO 1 and Lee C. Mills, GADO 9, assisted in the pre-planning of the course.

FLIGHT LINE

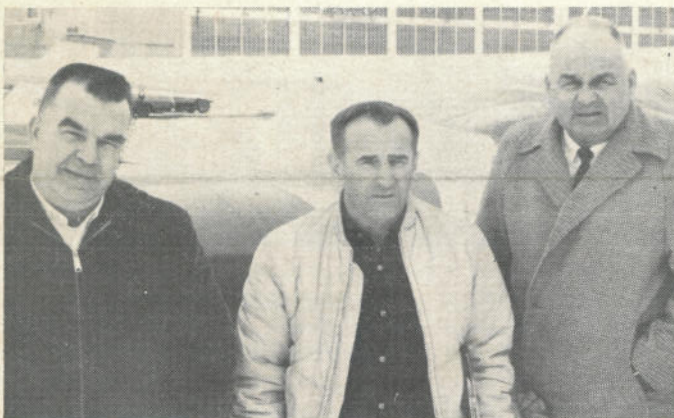
The Flight portion conducted at Northern Aviation facilities under the supervision of personnel of the GADO's, Billings and Helena, was instructed by five Flight Line Tutors; Jack Hughes, Johnson Flying Service, Missoula; Bob Simpson, Lewistown; Craig Cook, Hamilton Flying Service, Hamilton; Mike Strand, Strand Aviation, Kalispell; and Jim Rothrock, Gillis Aviation, Billings.



Trainee A. J. Patenaude, Red Lodge Airways, Red Lodge; Tutor Craig Cook and Trainee John Montgomery, Libby.



Trainees, Sam Melnick, Billings and Gary Martin, Mendel Flying Service of Malta with Tutor Craig Cook.



Trainee William C. Reiste, Northwest Mooney, Great Falls; Tutor Jack Hughes; and Trainee Harold Price, Billings.



Trainee George N. Tillitt, Forsyth; Tutor Jack Hughes and Trainee Fred Schneider, Jr. K&K Aircraft of Helena.



Trainees Jack Kreittinger, Fairview and Pearl Magill, Wokal Flying, Glasgow, with Tutor Jim Rothrock.



Trainee David Fulkerson, Plentywood; Tutor Jim Rothrock and Trainee Larry Helfert, Minuteman Aviation, Conrad.



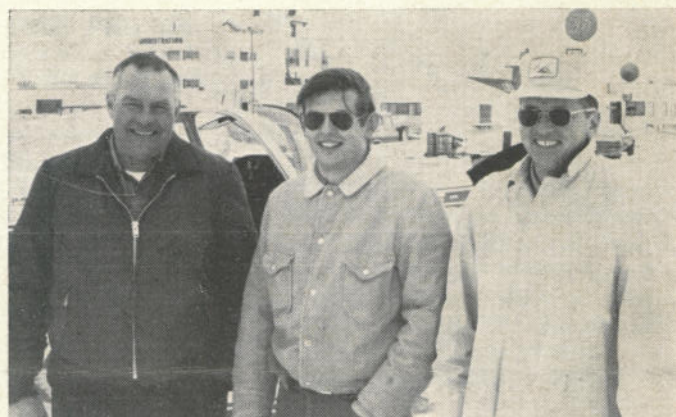
Trainee Douglas K. Smuin, Johnson Flying Service, Missoula; Tutor Bob Simpson and Trainee Phil Timm, Timm Aero Service at Polson.



Trainee George W. Wicks, Johnson Flying Service, Missoula; Tutor Bob Simpson and Trainee Ray Wishman, Lewistown.



Tutor Mike Strand; Trainees Gene Dunlop, Helena Sr. High School Dept. of Aeronautics; and Bill Colman, Tope's Air Spray at Fort Benton.



Trainees Tom Brenden, Scobey and Ray Bonnell, Executive Aviation, Missoula with Tutor Mike Strand.

AWARDS BANQUET

Forty-Nine attended the Awards Banquet held on the evening of March 6 at The Jack Club in Great Falls. Academy instructors, Pete Campbell (accompanied by his charming wife) and James Wilmarth were able to remain for the banquet in addition to the local instructors, flight line tutors, trainees, local operators, wives, and MAC Course staff members.

Course Manager, Wilson was Master of Ceremonies and MAC Commissioner Jack Hughes presented the Award Certificates to the Trainees and Certificates of Appreciation to the instructors.

SYNOPSIS

The Course was considered very successful from the reactions of the trainees and the high quality of instruction presented. Following are only a few of the comments submitted



Aeronautics Commission member, Jack Hughes and Course Manager Jack Wilson.

on the closing critiques of the trainees:

"I enjoyed the course immensely and feel that all instructors should have a chance to periodically spend time in a review and re-evaluation. Thank you for selecting me to attend. I have enjoyed every bit of it and feel I will be a better instructor as a

result of my time spent. A very well planned and handled affair."

"The course is an idea that should be stressed into all the levels and areas of the business."

"It has been the most rewarding experience I have had as a pilot — Thanks for the time you spent to make me a better pilot and instructor."

"I consider myself extremely fortunate in being selected to participate in the course. Your presentations were very well done. Quality of instruction was excellent."

The Aeronautics Commission is grateful not only for the quality of instruction provided and the content of material presented but to the trainees and their employers for the time and effort expended to up-grade themselves and the aviation industry in Montana.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

STUDENT

Taylor, William T.—Great Falls
Cluff, Ronald A.—Missoula
Clarkson, Arthur W., Jr.—Helena
Stockton, Daniel E.—Billings

PRIVATE

Perrine, Michael R.—Columbia Falls
Morris, Raymond T.—Great Falls
Acuff, Arvel L.—Bingen, Wash.
Rose, John M.—Pendroy
Alex, John R.—Hingham
Billquist, John E.—Deer Lodge
Bowser, Michael W.—Felton, Pa.
Anderson, Gerald F.—Missoula
Bagby, Bruce P.—Jacksonville, Ill.
Tomasek, Dwayne H.—Chicago, Ill.
Widick, Robert L.—Missoula
Hawley, Melvin J., Jr.—Delta, Utah
Swartz, William J.—Billings
Penwell, Lewis F.—Billings
McGiboney, Hanley E.—Mosby
Swanson, Donald E.—Billings

COMMERCIAL

Nickerson, Franklin H.—Baltimore, Md.
Alex, John J.—Great Falls
Phillips, Ronald G.—Calgary, Alb.
Pearson, Gabriel B.—Conrad
Mathis, Theodore E.—White Sulphur Springs
MacLean, Richard H.—Sheridan, Wyo.
Oster, Orville O.—Hazen, N.D.

INSTRUMENT

Wutzke, Ronald A.—Great Falls
Heise, Edward A.—Killdeer, N. Dak.
Ivey, Delbert G.—Great Falls
Heizer, John W.—Billings
Wendland, Kenneth N.—Billings
Hughes, Hubert C., Jr.—Spearfish, S. Dak.

Dahl, Gary E.—Wolf Point
Adams, John F.—Winnemucca, Nev.

MULTI ENGINE

Case, Clinton H.—Missoula
Stroud, Douglas M.—Missoula
Hughes, Hubert C., Jr.—Spearfish, S. Dak.
Sheridan, Daniel M.—Butte
Oster, Orville O.—Hazen, N. Dak.
Ledford, Kenneth—Buffalo, Wyo.
Jones, Warren B.—Harlowton

FLIGHT INSTRUCTOR

Christopherson, Leland P.—Havre

Mathis, Theodore E.—White Sulphur Springs
Smith, Grant C.—Great Falls
Oyler, Enos T.—Manhattan
Hughes, Hubert C., Jr.—Spearfish, S. Dak.
Case, Gaylord J.—Billings

FLIGHT INSTRUCTOR INSTRUMENT

Hughes, Hubert C., Jr.—Spearfish, S. Dak.
Oyler, Enos T.—Manhattan

BASIC GROUND INSTRUCTOR
Billmeyer, Gene C.—Harlem

ADVANCED GROUND INSTRUCTOR

Rundell, Richard W.—Belgrade
**INSTRUMENT GROUND
INSTRUCTOR**

Rundell, Richard W.—Belgrade
Wishman, Raymond—Geraldine
Graham, Gerald J.—Billings

FLIGHT INSTRUCTOR ROTORCRAFT

Ford, James A.—Missoula

AIRFRAME MECHANIC

Mlekush, Donald R.—Helena

REPAIRMAN—RADIO

Spangrude, George H.—Billings

FEDERAL AVIATION ADMINISTRATION,

TITLE 14

(Airspace Docket No. 69-CE-6)

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, and REPORTING POINTS

Alteration of Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Kalispell, Montana control zone and transition area.

The Flathead County Airport, Kalispell, Montana, has been renamed Glacier Park International Airport. Therefore, it is necessary to alter the Kalispell control zone and transition area which presently refer to the airport as Flathead County Airport to reflect the airport change of name. Action is taken herein to reflect this change.

Since this change is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective immediately.

AIRPORT NOTES



By James H. Monger

Assistant Director, Airports

Lewistown — The Lewistown Municipal Airport Commission has made an application for an airport improvement loan from the Montana Aeronautics Commission. The \$60,000 request is repayable over a ten year period at 4½% interest. The loan would be used to finance an addition to the existing terminal building. The addition would consist of total space necessary for the Lewistown FAA Flight Service Station and system maintenance now housed in obsolete quarters on a different part of the airport. The addition would also have a banquet room adjacent to the existing airport cafe. The building plans are now being reviewed by FAA.

Helena Bonds — The Helena Airport Board met on March 18th for the purpose of selling general obligation bonds for the forthcoming airport improvement project. The City of Helena bonds amounting to \$175,647.30 were sold to the First National Bank of Circle, Montana, at an interest rate of 4.95%. The County bonds amounting to \$351,294.67 were sold to Piper, Jaffrey and Hoffwood of Minneapolis at an interest rate of 4.905%.

Sidney — Construction bids will be opened by the Sidney-Richland Municipal Airport Commission at 2:00 p.m. in Sidney on April 9, 1969. The item being bid is a new air carrier paved runway for that airport.

Yellowstone — A meeting will be held at Bozeman on April 16, 1969, with representatives from the offices of the Montana Aeronautics Commission, the Federal Aviation Administration, the U.S. Forest Service and the Bureau of Land Management. The purpose of the meeting is to discuss and plan the usage of public lands adjacent to the Yellowstone Airport.

Automobile owners should be glad they don't "drive" a Boeing 707. This big four-engine jet airliner gets a little more than three blocks to a gallon of "gas."

FAA INSPECTORS CORNER



GET WEATHER WISE

By Roger Riggins

Accident Prevention Specialist
GADO-1, Billings, Montana

Aircraft accidents, attributed to weather, continue to be the most severe type in general aviation. Severity is defined as that type of aircraft accident in which the greatest number of fatalities, injuries and damage to aircraft occurs.

Weather accidents usually fall into three main categories:

1. Those accidents occurring because the pilot continued flight into adverse weather.

2. Those accidents occurring because the pilot took off into adverse weather and was immediately involved in a situation beyond his capabilities.

3. Those accidents occurring when the pilot lost control of the aircraft while operating in adverse weather conditions because of his inability to control his aircraft by sole reference to flight instruments.

The following statistics are derived from weather accidents that occurred in 1966:

	No. of Acci- dents	Fatal Acci- dents	Fatali- ties
Student Pilot	34	15	20*
Private Pilot	168	115	276
Commercial Pilot	52	27	84
ATR	3	2	4
	257	159	384

Thirty-six (36) of the above mentioned accidents involved aircraft flown by instrument rated pilots.

(*In 1964, twenty-five passengers were killed in aircraft flown by student pilots.)

All categories of pilots were involved in weather accidents having a range of flight experience from the student pilot to the ATR pilot with thousands of hours. These pilots included trained professional people, professional pilots, business men, public officials, teachers, and farmers.

The following pilot characteristics are common in weather accidents:

1. Poor judgment.
2. Disregard for safe flying practices and Federal Aviation Regulations.
3. Lack of necessary flying skill to cope with weather situations.

Pilots should understand the limitations as well as the capabilities of present day weather forecasts. It is almost as bad for a pilot to have complete faith in weather forecasts as it is for him to have none at all. He knows that weather is always changing and consequently the older the forecast the greater chance that part of it will be wrong. The weather wise pilot looks upon a forecast as professional advice rather than the absolute truth.

In planning a flight the pilot should: Be specific when getting a weather briefing—

1. Advise the weather briefer that you are a pilot.
2. Give your name, aircraft type and number.
3. State your destination and estimated departure time.
4. Advise if you and your aircraft are instrument equipped.

The briefing will be incomplete unless it contains the following information:

1. Weather synopsis (Position of lows, fronts, pressure ridges, etc.)
2. Current weather conditions.
3. Forecast weather conditions.
4. Alternate routes (if necessary).
5. Hazardous weather.
6. Forecast winds aloft.

In summary: **BE WEATHER WISE AND STAY ALIVE!**

FEDERAL AVIATION ADMINISTRATION ITINERARY LISTING



Airport	April	May	June
Culbertson	2	7	4
Glasgow	—	22	—
Glendive	—	8	5
Great Falls	3	—	18
Lewistown	16	—	19
Miles City	23	—	19
Missoula	24	22	19
Sidney	—	21	—

NOTE: Provisions have been made to give private, commercial and flight examinations **ON AN APPOINTMENT BASIS ONLY** at the following FAA Flight Service Stations:

Bozeman	Lewistown
Butte	Livingston
Cut Bank	Miles City
Dillon	Missoula

Great Falls

Operator to dismissed line boy:
"What do you mean? I fired you two weeks ago, and here you are again."

Line Boy: "Oh, I came back to see if you were still in business."



CALENDAR

April 1 & 2, Washington, D.C. — NASAO's Spring Conference.

April 9-10, Helena—Montana Aeronautics Commission's Monthly Meeting.

April 21, 22, & 23, Oklahoma City, Oklahoma — Aviation Education Teachers Conference.

April 22 & 23, Kansas City, Mo.— Federal Aviation Administration and State Aviation Directors' Conference.

May 3, Seattle, Washington, Olympic Hotel — Meeting of the International Aviation Council's Directors and Committee Chairmen.

May 9, 10 & 11, Kalispell — Montana Pilots Association's Annual Convention. Big Mountain Ski Resort will be the Scene of the Action.

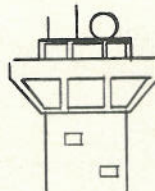
May 25-28, Denver, Colorado — The American Association of Airport Executives Annual Convention.

June 3, Helena — Joint meeting of Alberta Aviation Council, Canadian Department of Transportation, Cabinet Aviation Committee and the Montana Aeronautics Commission.

June 9-27, Havre—Northern Montana College — Teachers Aerospace Workshop.

June 9 through June 27, Billings — Eastern Montana College — Teachers Aerospace Workshop.

June 12 & 13, Columbus, Ohio—The Ohio State University, Department of Aviation, General Aviation Management Short Course for Fixed Base Operators. Contact: Short Course Coordinator Department of Aviation, Ohio State University, Box 3022, Columbus, Ohio 43210.



TOWER

OPERATIONS

FEBRUARY, 1969

	Total Operations	Instrument Operations
Billings	8,873	1,992
Great Falls	8,066	1,662
Missoula	8,062	597
Helena	4,073	610

GREAT FALLS RECEIVES NEW AIRLINE SERVICE



Terry Nieman, Pilot for Fowler Aircraft's new service, hurries toward the Turbo-Aztec in preparation for departure from International Airport, Great Falls.

New airline service between Great Falls and Lethbridge, Alberta, Canada commenced on March 1, 1969.

Fowler Aircraft of Lethbridge, initiated two round trip flights, Monday through Saturday with a twin-engine

Turbo-Aztec, fully instrumented.

Ticket sales and reservations for Fowler flights are handled by Holman Aviation Company in the airport terminal building.

FLIGHT SCHEDULE

Flight 201

Departs Lethbridge: 9:00 a.m. Arrives Great Falls: 10:00 a.m.

Flight 202

Departs Great Falls: 11:45 a.m. Arrives Lethbridge: 12:45 p.m.

Flight 203

Departs Lethbridge: 1:15 p.m. Arrives Great Falls: 2:15 p.m.

Flight 204

Departs Great Falls: 3:00 p.m. Arrives Lethbridge: 4:00 p.m.

The early flight into Great Falls connects with major airline service going south, east and west. The last flight of the day connects with north-bound airline traffic out of Lethbridge at 4:30 p.m.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

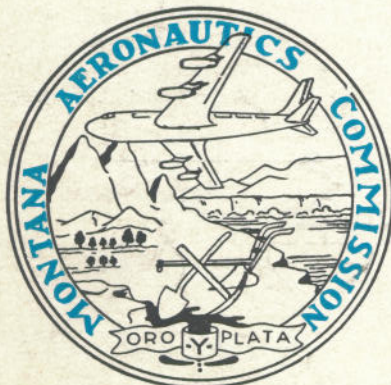
PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

P. O. Box 1698

Helena, Montana 59601

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rate is pending at
Helena, Montana
59601.



April, 1969